A MAGNIFICENT GATHERING, BUT LITTLE WIND-NO BREEZE UNTIL ABOUT 6 O'CLOCK, WHEN,

THE BOATS MADE FOR HUNTINGTON. The start of the New-York Yacht Club cruise at Glen Cove lacked nothing but the ability to move. It would have been very fine if it had been different. But the sails were helpless while the wind gods slept. Hempstead Harbor. the finest shelter and most beautiful bay on Long Island Sound, was filled with pleasure vessels, and at 12 o'clock presented a picture not easily to be forgotten. Commodore J. Pierpont Morgan was receiving all the captains and et officers on the flagship Corsair. The big black steam yacht was anchored, surrounded by many score of schooners, cutters and steamers, each of which was sending its swift little launch to the official gathering. Perhaps a hundred or more of these bright, brass-funnelled craft were soon clustered around the stately Corsair, whose broad decks were covered with uniformed men. All the schooners had their foresails, mainsails and maintopsails set, in readiness for the start, while the after-canvas of the cutters and sloops sat trim and lofty. One by one, as individual yachts arrived to join the fieet, they fired their guns, while dropping anchor, to salute the commodore and club squadron, and then, from the black sides of the Corsair came a thin, red line of fire and a burst of white smoke, as the flagship's big brass blazer hanged off its acknowledgments.

A few minutes sufficed for the assembled ofers to express their approval of the arrangenents made by committees and to receive instructions as to the affairs of the day. The race was to begin at Matinnicock Point, at the time to be signalled by the commodore, and the course was to be twenty-one miles to Huntington Bay. And then the flotilla of small launches disappeared from about the Corsair, each seek ing its own restless home in the davits of a big yacht, while the captains soon got out of their uniforms and sat out under their awnings in cooler garb. The smaller steam yachts kept moving about most of the time, all carrying parties of lightly clad people.

It was all so gay. And when the large steamer Glen Cove arrived from New-York with the club guests they, too, were gay. They were delighted to inspect the majestic craft they had been reading about. There was that huge steamer, the Varuna, owned by Eugene Higgins, N. Y. Y. C., which had just arrived from her trip across the Atlantic. She was not looking as fresh in the matter of paint as she did twelve days ago, when she lay anchored off Cowes. But that only increased the interest in her, for she bore the marks of her ocean trip, and she looked weatherly and able as she swung with the tide, a veritable monster of a yacht, over three hundred feet long, looking more like one of the big Atlantic liners than simply a pleasure vessel, though her white color, gay awnings, shining brasses and handrails removed the ponderous look of the big vessels that work for a living. She had a gay party on board which she had brought from London and Paris.

IT, TOO, COMMANDED ATTENTION.

Then, too, there was the Sovereign, M. C. D Borden, a twin-screw vessel over two hundred and fifty feet long, a princely vessel that commanded much attention as she joined the fleet late, after it had passed out into the Sound. And there was Harrison B. Moore's new flyer, the steamer Marletta, of 173 tons, and the Oneonta, owned by F. C. Dininny, jr., a steamer of over a hundred and forty tons, together with E. C. Benedict's Oneida.

The club guests wanted all these boats pointed out. They wanted to see the big Narada, barkentine steamer, of nearly five hundred tons, owned by Henry Walters, who has just put up something handsome in the way of prizes to be sailed for in this cruise. The steamer Parthenia, 130 tons, owned by A. Hart McKee, also got her share of attention, as the Glen Cove cruised about and threaded its way carefully through the assembled fleets. But really there was no end to this sort of thing. From the little Detroit. The Ecorse and Grand Rapids fours rowed three bright red masts, it was all a study and a marine museum. The Nydia, Isaac E. Emerson, of Baltimore; the Katrina, Henry F. Noyes; the auxiliary brigantine Satanella (formerly and better known as the Golden Fleece), now owned by Perry Belmont; the Embla, John H. Hananthese steamers were all smaller than the 540-ton Penelope, a brigantine-rigged ship, owned by H. C. Converse, of Boston-though none of them looked any better, according to their size, than the Giralda, a steamer of 184 tons.

The steamers alone, to say nothing of the schooners and sloops that have cost over \$100,000 each, in the cruise have had millions upon millions spent upon them. Indeed, to take one instance only, it would not be believed if a statement were printed showing the total amount which the Corsair (560 tons) has cost Mr. Mor-

Yet even among the craft that move by sails the amounts involved are huge. The Colonia, for instance, cost, perhaps, as much as the other cup defenders, and their price was said to be over a hundred thousand each. When Clarence A. Postley had the Colonia altered to a schooner rig, the bill presented to him for mere alterations was \$20,000. Her rival, the Emerald, has cost J. Maxwell Rogers an interesting penny, and, with her alterations last winter, represents in herself a fair-sized fortune. And there was any number of beautiful schooners in the fleet yesterday. There was the Amorita, owned by W. Gould Brokaw; the Gevalla, Howard W. Coates; the stanch Iroquois, Commodore Henry C. Rouse; the wall-sided Viking, James D. Smith; Suydam Palmer's old beat, the Marguerite, now owned by Henry W. Lamb; the Elsemarie, J. Berri King; the Sachem, Vice-Commodore Frederic T. Adams, A. Y. C.; the Fenella, Charles Lane Poor, of Baltimore; the Water Witch, J. B. Ford, and a host of others.

AMONG THE CUTTERS, SLOCP3 AND YAWLS. Yet even among the craft that move by sails

AMONG THE CUTTERS, SLOCP3 AND YAWLS. Among the cutters, sloops and yawls were seen the Navahoe, the big 90-footer, that made a plucky try in England, and it was seen that Royal Phelps Carroll had given her a racing mainsail once again. Royal Phelps Carroll is out for the Morgan cup for cutters in the 185mile race to the coast of Maine. There was the old cup defender Vigilant, also once more in

old cup defender Vigilant, also once more in racing trim, though not with the same length of spars as before, so far as could be seen in the distance. C. Oliver Iselin was aboard the old schooner Intrepld, which he chartered this year. The Syce, F. M. Hoyt, was looking as beautiful as ever, and as fit as a fiddle for the raking in of rich boodle in the way of cups, and the Wasp was there, in a fine state of polish. After 3 o'clock the flagship called attention by firing a gun to some signals that had been sent up. These hung so limply in the dead air that their import had to be partly guessed. But on closer examination the flags seemed to read (according to the code): "B. C.; P. T.; D. Q." which, on overhauling the dictionaries, seemed to mean this: B. C.—"Prepare to get under way"; P. T.—"Huntington Bay," and D. Q. does not mean "damn quick," as Mr. Florence introduced it in "The Mighty Dollar." It only means "4 o'clock."

not mean "damn quick," as Mr. Florence in-troduced it in "The Mighty Dollar." It only means "4 o'clock."

The fact was that some of the yachts had means "4 o'clock"

The fact was that some of the yachts had broken through ceremony, and had already drifted away toward Huntington without official sanction; for the heat was intense on the schooners and cutters about 2 o'clock, and the guests on the steamers had far the best of the day. A good many of these were moving about gently to create a breeze for those on deck. On the Glen Cove a number of well-known faces appeared. Among these were Alonzo B. Jones, N. Y. Y. C., who was in charge of the guests steamer; Captain and Mrs. A. H. Clarke, Mr. and Mrs. A. Augustus W. Mott, Mrs. Wilson, Miss A. Wilson, Thomas Lyons, Miss May B. Wright, Miss H. B. Wright, Miss Emma Ryer, George W. Kidd, Le Mar W. Fisher, Mr. and Mrs. A. D. Brown, E. A. Sumner, Miss Edyth A. Sawver, Miss Gypsie Jones, Dr. Eugene Monahan, Mr. and Mrs. William Muller, Ahart Kroft, Mr. Holloway, Miss Houston, Mr. and Mrs. L. P. Beck, Albert Wasshausen, H. L. Aldrich, William Griffith, Edward Browne, H. F. Tuzo, Ernest Neyer and the 7th Regiment band.

OPENING OF THE CRUISE. Samuel Kahn, M. P. Doyle and James Pearsall.

At 4 o'clock the yachts left their anchorage to drift out into the Sound, where some did their best to move toward Huntington. Others waited drift out into the Sound, where some did their best to move toward Huntington. Others waited at Matinicock Point for the race to be stated. The Colonia and the Emerald were the first to leave their places, together with the cutter Siris (Chifford B. Hendricks), the Syce and the schooner Water Witch. The auxiliary Intrepid towed the schooner Intrepid. The Navahoe was pulled out by the club general utility steamer Luckenback.

Luckenback.

The new schooner Hildegarde, which is now the largest two-sticker, appeared for the first time yesterday, and at 4:30 had the honor of being towed out by the flagship Corsair. The Hildegarde is no beauty. Her bow has about the same side line and is just as ugly as that of the 34-footer Dragoon, and her sten looks as if there hadn't been long enough rafters to build it out. It seemed very sudden and abrupt after the long-drawn-out overhangs to which the public eye has become accustomed. But she is a lic eye has become accustomed. But she is a very able and powerful boat, and will carry all the canvas of her ninety-foot masts and want

more.

The Kestrel, the 51-footer just launched at City Island, could not be finished in time, and she will join the cruise later on. Her owner, John B. Mills, says he will surely have her ready for the Morgan cups, and then H. M. Gillig's Vencedor and Mr. Hoyt's Syce will find their work cut out for them. The Quissetta, Henry Harris, did not come up from the East to join the cruise at this end, but it is said that he will be ready for the Amorita at Vineyard Haven.

The Glen Cove left the anchorage for New-York

The Glen Cove left the anchorage for New-York The Gien Cove left the anchorage for New-York before the schooners and thirties had wind enough to start at Matinicock Point, but in the distance the guests had the satisfaction of seeing that the yachts got a breeze about 6 o'clock. They were then seen working on an easterly breeze. There was a black line of wind on the horizon, and while they satied the big schooners leading to the horizon, and while they satied the big schooners had the start of the product of the horizon. looked like needles stuck slanting in a black

THE BONA WON ON TIME ALLOWANCE. Cowes, Isle of Wight, Aug. 2.-The Cowes regatta week opened to-day with racing under the auspices of the Royal London Yacht Club. The big yachts started in a race for a prize of £50. The course was from Cowes, twice around the The course was from Cowes, twice around the Warner Lightship and West Lepe Buoy, finishing off this place. The Meteor, owned by Emperor William of Germany; the Aurora, the property of Charles Day Rose; the Bona, the yacht recently built for the Duke of Abruzzi, nephew of the King of Italy, and the Prince of Wales's Britannia started. The Meteor, the Britannia and the Aurora crossed the line together, and the Prince of Wales's ynch; soon after assumed the lead, with the Aurora a close second. The Britannia then began to draw away and obtained a good lead. The Bona won on time anowance. The course was shortened. The yachts finished as follows:

H.M.S.

been referred to as a possible challenger for the America's Cup.

The race was not a satisfactory test of the capabilities of the Aurora. The weather was intensely hot, with a heavy mist hanging over the water and very little wind. The tide carried the vessels faster than the breeze which followed them, and often the sails hung in folds. The Meteor got ashore in Osborne Bay and was stuck fast there for at least ten minutes. She appeared to do less than usual in the light wind.

THE THIRTY-FOOTERS RACING.

Newport, R. I., Aug. 2.-In the race of 30-footers this afternoon there were seven starters. race was delayed by a squall, and the start was not made till 3 p. m. Course C was salled, and at the turn the Hera led, followed by the Puck, with the May and the Dorothy closely in her wake, the others following in a bunch. The Hera maintained her lead to the finish, and won by 25 seconds. The results: ELAPSED TIME.

The Vaquero, Esperanza and Wawa did not finish. In the match race of the Yale half-raters, the Head beat the Trio.

ROWING ON THE DETROIT RIVER.

FIRST DAY OF THE NORTHWESTERN AMATEUR ASSOCIATION'S REGATTA.

Detroit, Aug. 2.-Detroit, Toronto and Chicago divided the honors on the first day of the Northwestern Amateur Rowing Association's regatta. It was junior day, the only exception being a quarter-mile dash for senior single sculis. With the exception of this and the canoe singles, all the races were threethis and the came singles, quarters of a mile and return. A brisk wind was blowing almost straight down the American chan-nel of the Detroit River, but the course was fairly protected by being partly in the lee of a projecting point near the upper end of Belle Isle. The wind and the rather choppy condition of the water, however, were against fast time. Only a fair crowd of spectators witnessed the sport.

Trial heats of the junior four-oared contest were rowed in two divisions. In the first the Argonauts. of Toronto, showed splendid form and had little trouble in beating the Detroit and Mutual crews, of Claymore, built like a torpedo-boat, to the pict- second. The final heat was a hard struggle between Ned Hanlon's training were conspicuous in the splendid machinelike work of the men from Toronto, who came in nine seconds ahead, winning the

> The junior double sculling match between Harris The junior double scuiling match between Harris and Hough, of Detroit, and Avery and McQuewan, of Grand Rapids, was a one-sided affair. The Detroiters stopped half-way down on the return trip, and then kept easily far ahead of their competitors. The half-mile canoe paddle was an interesting Chase. E. B. Nellis, of Wyandotte, won in a close spurt at the finish. Much excitement was furnished by the seniors' quarter-mile dash, in which five single sculls got equally good starts. Yan Damme, the pride of the Detroit Mutuals, defeated Bright, of Toronto, by nearly a length, and took the race.

Van Dannie, of Toronto, by nearly a length, and took the race.

The closest contest of the day was between Corbett, of Chicago, and Harris, of Detroit, in the Junior single scuils. Harris caught the water first and forged ahead at a stroke of forty to the minute. Corbett and Fred Barrett, of Chicago, were together half a length behind, but Corbett notwith-standing his slower stroke, gained slowly on Harris. Corbett made a bad turn and Harris made a rise. Corbett made a bad turn and Harris made a contact one and was off first on the home trip, but Corbett's strong pulls told all the way down, and he won by over a length, with Barrett far behind. Brooks and Warner, of the Detroit, easily won the Junior pair-oared race from the Bruner brothers, of the Detroit Mutuals. Wilcox and Booth, of Grand Rapids, were entered, but did not start.

TEN EYCK WELCOMED HOME.

WORCESTER OUTDOES ITSELF IN HONOR OF THE YOUNG CHAMPION.

Worcester, Mass., Aug. 2 (Special).-A hundred Worcester, Mass., Aug. 2 (Special).—A hundred thousand enthusiastic people welcomed "Ned" Tev Eyek home to-night. It was an inspiring spectacle. The great multitude surged in the brilliantly illuminated streets, and the Henley champion was esnated streets, and the Henley enampion was es-corted to the Common by a big procession, where a handsome solid gold watch charm, in the fash-ion of miniature diamond sculls, set with sixty-nine diamonds, with a big two-carat stone in the cen-tre, was presented to him. He also received a large shield with the State coat of arms on it. His large shield with the State coat of arms on it. His father received a substantial purse. General Rock-wood Hoar made the presentation speech, and Mayor Sprague and Colonel S. E. Winslow addressed the multitude. Ten Eyek responded modestly. From the Common the celebration was adjourned to the boathouses on lake Quinsigamond, where the festivities were kept up all night.

THE TEST NOT A SUCCESS.

The Manhattan Elevated Railroad Company gave last night to the Consolidated Gas Fuel Company an opportunity to make a thorough test of its oilburning, steam-generator p.an. Locomotive No.
49, with Lewis Arrents as engineer and Jacob
Marks as conductor of the train of five cars drawn
by No. 49, pulled out of the Ninety-ninth-st, station in Third ave. at 11:04 p. m. On board of the train were J. S. Zerbe, the patentee of the fuel

tion in Third ave. at 11:94 p. in.

train were J. S. Zerbe, the patentee of the fuel
oil; Hugh Moore, the president of the Consolidated
Gas Fuel Company; the train dispatcher, E. W.
Morrison; the superintendent of transportation, S.
D. Smith; M. McNuity, master mechanic, and the
chief engineer, H. J. Travers.

It took fully an hour's manneuvring at the Ninety-ninth-st, station before the train was started,
and when it did start there were 150 pounds of
pressure of steam on the engine, generated by the
fuel company's plans.

It took only twenty minutes to get up steam before the start, and the claim made by Mr. Zerbe
and his friends was that the oil used, instead of
coal, would not only do away with smoke and
cinders, but there would be great economy. For
instance, as to economy, they said that only fifteen
pounds of oil, at 80 cents for a forty-gal on barrel,
would be consumed by the fuel company's plan,
and that from two to two and one-half barrels of
oil would equal the use of one ton of coal, at \$2.75
a ton.

Al the officers of the road who were present were

and that from two down one ton of con., at \$3.76 of would equal the use of one ton of con., at \$3.76 a ton.

All the officers of the road who were present were much interested last night in the test. But all hopes were blasted. The engine's power was nearly exhausted at Twenty-third-st., where it had only forty-five pounds pressure of steam, and no more could be made somehow, and although it had started with 150 pounds, the train came to a dead stop. There was dense smoke from the engine's smokestack all along the route, and it lost sine's smokestack all along the route, and it lost sine's smokestack all along the route, and it lost was done-half minutes time in reaching Twenty-third-st. At Ninth-st, the Consolidated Gas Fuel Company's oil-burning engine had to be switched on a third track and the five cars taken uptown by one of the ordinary coal-burning engines. Mr. Zerbe, when asked as to the cause of the fallure, said he could not explain it. There were evidently conditions he could not readily understand just then. The test engine started at midnight to run back to Ninety-ninth-st.

AGAIN. NEW-YORK WINS

THE BRIDEGROOMS BEATEN IN A LIVELY CONTEST BY A SCORE OF 9 TO 8. The Brooklyn team has certainly had its share of ill luck this season. There seems to be some-thing wrong with the Bridegrooms, for, while the team has played some splendid games, it too fre-quently happens that the other fellows manage to score just one more run. The friends of the club, however, remain loyal, and predict that their team will strike a winning streak in a few days.

will strike a winning streak in a few days. The game at Eastern Park yesterday was between the New-York and Brooklyn teams, and about five thousand spectators turned out to witness the battle. The struggle was close and exciting throughout, the men from New-York winning. It was anybody's contest up to the eighth inning, when the New-York players managed to

Totals ...37 8 8 27 13 4 Totals ....35 9 9 27 12 2

Earned runs—Brooklyn, 2; New-York, 2. Two-base hits—Warner, Holmes. Three-base hits—Griffin. La Chance. Stolen bases—Griffin, 2. Double plays—Grim. Shoch and Shindle; Grim and Shoch. First base on balls—Off Saymour, 4; off Kennedy, 5. Hit by pitched ball—La Chance. Struck out—By Kennedy, 3; by Seymour, 4. Passed ball—Warner, Left on bases—Brooklyn, 7; New-York, 4. Time of game—1:55. Umpire—O'Day.

| Clubs. W. L. P.c. Cribs. W. L. P.c. Boston | 57 25 635 Pittsburg | 37 44 457 Baltimore | 53 26 671 Chicago | 39 47 433 Cincinnat | 52 27 658 Louisville | 38 49 437 New-York | 48 31 698 Brooklyn | 34 47 429 Cleveland | 44 37 543 Washington | 30 51 570 Philadelphia | 46 45 471 St. Louis | 22 65 253

WASHINGTON WINS AND LOSES.

Washington, Aug. 2.—The Senators hit Klobedanz readily in the first game, but the Boston players gave them a scare when they pounded Mercer for six hits in the eighth inning, one of them a triple, In the second game German was wild, forcing in a run in the third inning with bases on balls. Swain then took his place, and pitched in better form. At-tendance, 800. Score: FIRST GAME.

Washington ...... 0 0 3 2 0 4 0 0 7 9 17 13 5 SECOND GAME. CHICAGO WINS TWICE AT HOME.

Chicago, Aug. 2.-Chicago won both games to-

day with little effort. Griffith's pitching was entirely too much for the Browns in the first game, their solliary run at the finish being purely a gift. Grimes was hit easily by the local players in the second game, while Briggs kept his hits well scattered. Dahlen's all-around work in both games and Anson's fielding in the second game were features. Attendance, 3,000. Score:

FIRST GAME. SECOND GAME. LOUISVILLE, 5; CLEVELAND, 3.

Louisville, Aug. 2.—The Louisville men won a dull and slowly played game from Cleveland to-day. Clarke was taken out of the box by Tebeau after the third and Powell was substituted. Pickering, the outfielder, has not been sold 'o Syracuse as reported, but has received his unconditional release. Attendance, 600. Score:

CINCINNATI, 9: PITTSBURG, 2.

Cincinnati, Aug. 2.—The Pirates could do nothing whatever with Breitenstein or Dwyer, and the Cincinnati players won without much trouble. Three-base hits in the ninth inning by both Padden and Davis and a single by Ely gave the visitors their only runs. When time came to play ball no umpire appeared, and Ehret and Sugden officiated. Attendance, 2,009. Score:

BALTIMORE, 4; PHILADELPHIA, 2.

Baltimore, Aug. 2.—The champions won to-day from the Philadelphias in a game of no especial interest. This was the twenty-second consecutive victory for the Orioles over the Quaker City nine, August 6, 1526, being the date of Philadelphia's last successful struggle with Baltimore. The lightning double play of Doyle and Jennings was the only feature worthy of mention. Attendance, 3,262. Score:

GAMES ELSEWHERE.

GAMES ELSEWHERE.

At Syracuse—Syracuse, 5: Springfield, 4.
At Toronto—Morning: Toronto, 9: Scranton, 1.
Atternoon: Toronto, 11: Scranton, 5.
At Hartford—Hartford, 4: Paterson, 2.
At Newark—Newark, 9: Lancaster, 3.
At Norfolk—Norfolk, 6: Reading, 2.
At Richmond—Richmond, 5: Athletic, 3.
At Richmond—Richmond, 5: Athletic, 3.
At Auburn—Lyons, 7: Cortland, 1.
At Pawtucket—Fail River, 4: Pawtucket, 3.
At Brockton—Brockton, 8: Taunton, 1.
At Newport—Newport, 5: New-Bedford, 1.
At Montreal—First game: Providence, 11: Montreal, 4.
Becond game: Providence, 6: Montreal, 2.
At Buffalo—Wilkesbarre, 5: Buffalo, 4.

CONNOR TO PLAY WITH WATERBURY. Waterbury, Conn., Aug. 2.-Roger Connor, the former National League first baseman, this afternoon signed an agreement to play third base for the Waterbury State League team. He came here from the Fall River, Mass., team.

MORE INTERNATIONAL TENNIS.

ENGLISH AND AMERICAN EXPERTS TO MEET THIS WEEK IN A "ROUND ROBIN" TOURNA-MENT AT HOBOKEN.

Lawn tennis enthusiasts are hoping for clear Lawn tennis enthusiasts are hoping for clear weather for the National "round robin" tournament, which begins at Hobeken this afternoon. A few, perhaps, may add a hope for hot weather, too, for this is supposed to favor the American players, and this week's matches are expected to settle whether or not American experts are up to

settle whether or not American expenses
the form of their British cousins.
There can be no doubt about the fact that the
Americans outplayed the foreigners last week at
Longwood, but the matches this week will offer
the best test of international skill that has ever
been made. Mahony, Eaves and Nisbet, three
of the strongest players in Great Britain, will be of the strongest players in orders.

cpposed by Larned and the famous Wrenn brothers,
the strongest team America could muster just now.

Perhaps Neel or Hovey might strengthen the American side a bit and Doherty or Baddeley might be an improvement on Nisbet, but, without doubt, the first two men on each team are the strongest combination of skill to be found in either

three of the visitors. There will be three matches a day and three days of this international play, with a team result each day and a final team resuit at the end of the meeting, as well as the in dividual scores, for the best of which there will be

handsome prizes.
This afternoon Larned plays Nisbett, G. Wrenz handsome prizes.

This afternoon Larned plays Nisbett, G. Wrenn plays Mahony, and R. Wrenn plays Eaves. The schedule for to-morrow is G. Wrenn against Eaves. R. Wrenn against Nisbet, and Larned against Mahony. On Thursday the regular matches will be interrupted for an exhibition international match in doubles, Mahony and Eaves representing the British side, against R. D. Wrenn and O. S. Campbell, the champlon and ex-champlon of America. Friday will be the last day, and the schedule for that afternoon is G. Wrenn against Nisbet, Larned against Eaves and R. Wrenn against Mahony. Each match will be best three in five sets. Three courts will be in use.

The grounds of the St. George Cricket Club, where the international matches will take place, are at Willow and Eighth sits. Hoboken. They can easily be reached by the Barclay or Christopher-st, and the Willew-st, troiley line, the cars of which pass within a short distance of the grounds. Ample arrangements have been made for the accommodation of spectators.

A SECOND COMPLAINT AGAINST NEWHALL Boston, Aug. 2-Charles Newhall, the defaulting treasurer of the Melrose Co-operative Bank, and bookkeeper of the Agricultural Insurance Company,

RACING AT SARATOGA.

WEATHER CONDITIONS FAVORABLE FOR THE CONTESTS-FAVORITES WIN.

Saratoga, N. Y., Aug. 2.-At the Saratoga Racing Association to-day the weather was excellent and the track was in good condition. There was a fair attendance. Eleven scratches were reported—Bernadillo, San Antonio, Ruby Lips, Sunny Slope, Xmas, lidian, Domitor, Ameer, Swango, Rodermond and Green Jacket. In the five-furlong dash for twoyear-olds Merlin made the pace for a couple of furlongs, after which The Huguenot, the favorite, came forward with a rush and won handly by a good

forward with a rush and won handliy by a good half-length. San Venado was second, a length ahead of Hairpin, the third.

When the flag dropped in the mile dash for three-year-olds, Lelas Cuckoo got away first. But he was soon passed by Lord Zeni, who made the pace home and won cleverly by a length and a half. Hugh Penny was second and two lengths in advance of Regulator, the third. In the mile dash for three-year-olds Royal Rose, the favorite, was not headed, winning in good form by half a length, Challenger being second and a length better than Ross O, the third.

In the selling race for three-year-olds and upward

being second and a length better than Ross O, the third.

In the selling race for three-year-olds and upward Joe Miller went to the front on the first turn and led home, winning by half a length. Carib was second and half a length ahead of Shasta Water, the favorite, who was third. O'Donnell rider of Shasta Water, rode under waiting orders from the trainer, but he walted so long that the stewards practically suspended O'Donnell for the meeting by teiling the trainer for Burns & Waterhouse not to allow him to ride again.

In the five-furlong dash for two-year-olds Bluebeard, the favorite, led from start to finish, winning by half a length over Crocket, second, and a length ahead of Spencer, third, Summaries:

FIRST RACE-Five furiones. The Hugmenet, 122 (Martin) 1
San Venado, 122 (H. Shields) 2
Hatritn, 122 (Sims) 3 Hatroin, 122 (Sims)

Time—1:0314.

Flax Spinner, Hell Punch, Merlin, Sir Gawain, Ironic,
White Eyes and Tyrian also ran. SECOND RACE-Selling. Six furlongs. 

FOURTH RACE-Selling. Mile and a furlong. Joe Miller, 113 (H. Lewis) 1
Carib, 168 (Garrigan) 2
Shasta Water, 101 (O' Donnell) 8
Time—1:59½. Kingstone also ran. FIFTH RACE-Seiling. Five furlongs. 

RACING OF GUTTENBURG CLASS. MISTAKES WHICH ARE RUINING THE SPORT AT SARATOGA.

Racing men everywhere are talking bitterly about the wretched mismanagement of the Saratoga races this year. The Jockey Club was exceedingly kind and generous to Saratoga this season, giving the racetrack there a liberal series of dates, and keeping this week for Saratoga exclusively, not permitting any other Eastern track to compete with Saratoga in the six days from Monday, August 2, to Saturday, August 7, inclusive. If the management of the Saratoga track had possessed an average quantity of common-sense and intelligence the managers would have strained every nerve to inmanagers would have strainers and jockeys to make this week at the Saratoga track as attractive as possible. If the managers had any brains they would have used every legitimate means to provide dazzling programmes for every day of this week, and they would have put forth every possible effort to persuade the owners and the trainers and the jockeys of the best horses to unite in trying to ake racing at Saratoga in 1897, especially in this current month of August, as interesting and im-pressive and notable and striking and fascinating as it could possibly be made. But the present management of the Saratoga

track appears to be wholly bereft of enterprise, of energy, of liberality, of sagacity, and even of reason. For many years after the course was opened the Saratoga races were in the foremost rank among the great races of America. Unfortunately, a few years ago the Saratoga track passed into the grimy hands of the notorious Guttenburg gang, and G. Walbaum obtained con-trol of it. The readers of The Tribune are familiar with the shameful history of the Guttenburg gang in Hudson County, N. J. That Guttenburg gang in Hudson County, N. J. That Guttenburg gang was composed of a set of rascals as unserupulous as John Y. McKane was at Gravesend. That Guttenburg gang broke as many laws in New-Jersey as McKane ever broke in this State. McKane was sent to Sing Sing. Every member of the Guttenburg gang of law-breakers ought to have been sent to the New-Jersey State Prison in Trenton and kept there as long as McKane has been kept in the Sing Sing Prison. Since the Guttenburg gang got control of the Saratoga track, a blight of the worst sort seems to have fallen upon the track. If this meeting had been generously advertised in the New-York newspapers; if artistic posters had been displayed in New-York and Brooklyn and neighboring places; if the management had been alberal and progressive and enterprising, the races at Saratoga might have been successful this year. But the managers have been too stupid and senseless to advertise the races properly, and they have offended owners, trainers, jockeys and everybody else by their niggardly and sortidly policy. They have been too mean and too parsimonious even to print a sufficient number of books of the races, and to scatter those books at the places where turfmen gather. No management at the pourest little poolroom circuis in darkest Alabama was ever stingler and more stupid than the Saratoga management has been this year. Of course, with such management, the races at Saratoga this season are sure to result in pecuniary loss and in additional discredit to the management. If the managers had been intelligent and liberal, enterprising and energetic, they might have had fair programmes and fair attendance. But turfmen always resent extreme penuriousness in racing management. Last week some of the so-called racing at Saratoga was no better than midwinter hippodroming at Guttenburg and at New-Orleans, and the programme as that of to-day is not worth the attention of any lover of high-class sport. It is wrong to charge more than a dime for admission to the Saratoga grounds to see so poor a pr was composed of a set of rascals as unserupulous as John Y. McKane was at Gravesend. That Gut-

PIRST RACE-Purse \$300; for two-year-olds. Three

quarters of a mile, | Quarters of a latter | Wt. | Name. | Wt. | Name. | Wt. | Stathmac | 115 San Antonio | 107 | Hableca | 115 Momentum | 107 | Nearest | 112 Black Cock | 107 | SECOND RACE-For three year-olds; purse \$400; selling. Orimar 101 Little Buck 18anque II 18a Gitty 19a Gridas THIRD RACE-THE FLIRTATION STAKES; purse

\$2,000; for two-year-old fillies; special weights, furlangs. | Priorities | Pri FOURTH RACE-Purse \$5.0; handicap. One mile and a 

FIFTH RACE-Purse \$4.0; selling, Five furlongs. | Walkover | 114 Midlo | 107 | 107 | 108 | 107 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | 108 | CHARITY DAY AT FLEETWOOD

The Charity Day programme, which had been arpostponement, will be taken up to-day at Fleetwood Park. As the main attraction, Mr. Fuller will drive his six-in-hand and eight-in-hand teams, the former to beat their own record of 2:5614 and the latter against 250. As the veteran horseman has been against 250. As the veteran horseman has been andicapped by had weather on the occasions of his former efforts, it is expected that to-day's trial will prove successful.

Other features of the day's programme are a sweepstakes of mile heats, best two in three; a 2540-class race to bleycle wagons and several speed exhibitions.

W. K. VANDERBILT AND THE TURF. William K. Vanderbilt, who is now travelling in Russia, is reported to have entered various horses in races to be run on the Continent within the next year or two. Mr. Vanderbilt is not exnext year or two. Mr. Vanderbilt is not expected to return to this country until late in the fall. Some time ago he purchased a number of fine American broodmares and took them to France. While he never talked about his plans for the turf it was generally understood that he intended to breed these mares to the best of European stallions and enter the horses thus raised in races on the Continent. Mr. Vanderbilt, while never maintaining a racing stable here, has always been interested in racing, and is interested in the Sheepshead racetrack, being a large holder of stock in the Coney Island Jockey Club. It is believed that he intends to enter horses in the variHEALTH is linked to COTTOLENE. This great shortening improves your health because it improves your food; makes it more digestible, untritions, palatable. It is destined to drive from the kitchens of the world that impure, unhealthful, unclean, product called lard, which has done so much to make us a nation of dyspeptics. COTTOLENE
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ous races in France either next year or the year following, and make a determined effort to win some of the big stakes. Turfmen are expressing the hope that Mr. Vanderbilt will be successful in his racing venture on the other side, and after having won a great many races in France that he having won a great many races in France that he having the scenario of the Race Committee of the having the scenario of the Race Committee of the having the scenario of the Race Committee of the having the scenario of the scenario of the Race Committee of the having the scenario of t

General Eastern Agent.

GRAND CIRCUIT RACES AT COLUMBUS. A WILD RUN BY MICOL B .- TWO DRIVERS THROWN.

Columbus, Ohio, Aug. 2.- The Grand Circuit meeting opened here to-day. The track was a few sec-onds slow on account of the rain the previous night. The most sensational finish ever seen or this track was witnessed in the third heat of the 2:11 pace. There were nineteen starters in this race. Billy C. won the first two heats. In the third heat there was a bad spill in the second quarter and the drivers of both Billy C. and Nicol B. were thrown. Billy C. stopped at the three-quarter post, but Nicol B. kept right on with the field, running wild. In the stretch the runaway horse pushed ahead and followed right behind the horse pushed ahead and followed right behind the sulkies of Pearl Onward and Castleton. Just before reaching the wire the runaway passed in close to the rail, and while the spectators held their breath, expecting to see a smash-up. Nicol B. poked his head under the wire just ahead of Pearl Onward, who won the heat. The runaway horse slowed up and turned at the first quarter, when he was caught by a stableman. Although Murphy and McLaughlin, the drivers, were badly bruised, they drove their horses, Billy C. and Nicol B., in the fourth heat, both having been placed. Nicol B. won the heat, pacing clear around the bunch. Darkness prevented the race from being finished.

Mabel P. won the 2:17 pace in straight heats, slowing up each time as she came under the wire, sum Dare Devil won the 2:27 trot in easy style. Summaries:

2:17 CLASS-PACING-PURSE \$1,500 Mabel P. b m. by Bourbon Wilkes—Mary Turper (Quinton)
Claus Forester, b h. (Clark).
Enoma E., s. m. (Barnes).
Time-2:114, 2:114, 2:114,
2:27 CLASS—TROTTING—PURSE \$1,500. Dare Devil, blk. h., by Mambrino King—Mercedes (Geers) 1 1 1
St. Andre, b. h. (Marvin) 2 2 2
Alves, b. g. (French) 3 3 8 8
Time-2:184, 2:164, 2:154,
2:11 CLASS—PACING—PURSE \$1,500 (UNFINISHED). 

DORADO WINS AT BIRMINGHAM.

London, Aug. 2.—At the first day's racing of the Birmingham August Meeting to-day the Lorillard-Birmingham August Meeting to-day the Lorinard-Beresford Stable's three-year-old chestnut gelding Dorado won the Water Orton Selling Plate. This race is for 180 sovereigns, for three-year-olds and upward, the winner to be sold by auction for 50 sovereigns. There were eight starters over the straight course.

BLAYLOCK STRICKEN WITH PARALYSIS. Hamilton, Ont., Aug. 2.-Harry Blaylock, the wellknown jockey, had a stroke of paralysis yesterday and fell from a hay loft to the floor. He was taken to the hospital, where physicians say he will prob-ably die.

WHEELMEN INVADE PHILADELPHIA.

ARRIVING BY THE HUNDRED FOR THE L. A. W. NATIONAL MEET.

Philadelphia, Aug. 2.-Wheelmen by dred are coming into the city by nearly every train for the big National Meet of the League of American Wheelmen, which will be formally opened on Wednesday. All of to-day's arrivals were from nearby points. The clubs and delega-tions from a distance are not expected until tomorrow night and Wednesday morning, when the reduced railroad fares go into effect. The only big organization already here is the Associated Cycling Clubs of New-Jersey, which came last Saturday. The Allegheny Cyclers will arrive early to-morrow morning to the number of 150. The arrival of the Associated Cycling Clubs of New-York City is also anxiously looked forward to, as word has been received that over twelve hundred riders have agreed to make the run from Jersey City

riders have agreed to make the run from Jersey City under the club's escort. This run will occupy several days, being divided into sections, each section to ride by easy stages. From present indications Massachusetts will be on hand with a large representation, as will Maryland, Ohio, Indiana, Illinois and other Western States.

The big racing men have not yet arrived, but by Wednesday most of them will be in their quarters at Willow Grove track, training for the contests. The crack local men have been hard at work, and expect to give some of the "circuit chasers" a hard tussle. The winter circus building in North Broad-st, has been placed in readiness for the registration of visiting wheelmen and members of the L. A. W. It will be opened to-morrow. The souvenir programme, slways a feature of National meets, has been finished and is one of the finest of lis kind ever issued.

To-morrow morning the Pennsylvania Division, L. A. W., will hold its semi-annual session and the remainder of the day will be devoted to the reception and care of visitors.

TRYING FOR A CROSS-COUNTRY RECORD.

Chicago, Aug. 2.-Henry Leo, of Sloux Falls, S. D., to New-York City, which is now held by Charle Foster, of Missouri, who made the distance in thirroster, of Missouri, who made the distance in thirty days and eight hours. Lee left Sioux Falls on July 24 and reached Chicago this morning. He had his record signed by Postmaster Gordon and proceeded on his journey this evening. He says he is now a day ahead of Foster's time, and expects to reach New-York within thirty days. He is making the trip at his own expense.

A WOMAN'S RIDE TO THE PACIFIC COAST. San Francisco, Aug. 2.-Mrs. Margaret Lelong, of this city, is the first woman to ride a wheel from Chicago to the Pacific Ocean. She left Chicago alone on the morning of May 20. On the afternoon of July 8 she crossed the bay from Oakland, and or July 8 she crossed the day from Cakland, and her trip was ended. During all her journey she received not one unkind or discourteous word. Mrs. Lelong made the ride purely for pleasure, and says she enjoyed it all the way, although there were many miles of walking and many more of riding over ties. She was once pursued by a herd of cattle, but by using her revolver caused them to change their course.

CONTESTS AT COLUMBIA OVAL. The committee of the Metropolitan Association of

the Amateur Athletic Union held a meeting at No. 241 Broadway last night, to select the contestants for the contests at the track and field championship meeting at Columbia Oval next Saturday. The contests will be as follows: One-hundred-yard run, 220-yard run, 440-yard run, 880-yard run, one-mile run, three-mile run, one-mile walk, one-mile bi-cycle, pole vault for height, running high jump, running broad jump, throwing sixteen-pound hammer, throwing fifty-six-pound weight for distance, putting sixteen-pound shot, 120-yard hurdle, 10 flights, 3 feet 6 inches high; 230-yard hurdle, 10 flights, 2 feet 6 inches high, and throwing discus.

NEW RECORD MADE BY A CARRIER PIGEON. South Bend, Ind . Aug. 2.-"Pedro," a carrier

pigeon owned by Peter Tolions, of the Mishawaka Homing Club, one of the eight released at Newwaka, a distance of one thousand miles, yesicrday at 12:30 p. m., making the distance in seventy-five hours. The actual flying time was thirty-eight hours, beating the European record of eight days and the United States record of fifteen and a half days. Orleans on Thursday at 9 a. m., arrived at Misha-

last night. Every arrangement has been completed for the century runs from this city to the National to-morrow, to be followed by a century each day up to and including Saturday. The return century will be in one body, leaving Philadelphia on Sun-day morning. Entries have been coming in fast for the last three days, and Chairman Gerbereux said last night that more than two hundred unattached cyclists alone had entered the contests of speed and endurance. The clubs, as usual, have kept back their entries until the last moment. The competition for the handsome gold-lined punchbowl is now confined to the Royal Arcanum bowl is now confined to the Royal Arcanum Wheelmen, the Triumph Wheelmen and the Century Wheelmen. The Morris, Riverside, Harlem and Greenwich wheelmen will make every effort to capture some of the remaining four cups. The Mercer County Wheelmen, of Trenton, and the Long Island City Wheelmen will make a bold bid for some of the prizes. Every arrangement for the comfort and convenience of the riders has been made at Philadelphia and along the route from this city. Each run will be under the captaincy of a competent official, who will have several assistants.

Club \$2,000 handicap, which takes place at Man-hattan Beach on September 4 and 6, in the person present, and will start ... om scratch in the big other fast men have signified their intention of entering, while almost everybody has some dark entering, while almost everybody has some dark horse, who is either an amateur or a "pro," and who, it is asserted, is certain to turn up the winner. Being a handicap race, there is no telling who will win the big prize, and the uncertainty is what makes the big race interesting. Walter Roome, the New-Jersey Athletic Club star, has entered for all the amateur races, and if he captures the five-mile Metropolitan championship this year the Jersey club will own the American Wheelemen Cup.

A large party from the South Brooklyn Wheelmen will leave here for Philadelphia to-night to attend the National Meet. The members are determined to secure the entries of most of the fast riders for the second annual meet of the S. B. W., which will be held at the Manhattan Beach track on will be held at the Mannattan Beach trace are probably the handsomest ever offered at a meet in this district. The professional cash prizes are of the full value allowed by the L. A. W., while unset diamonds will go to the fortunate amateurs. This should insure a heavy entry list and spirited con-

a good showing at the Manhattan Beach track on Saturday, is taking good care of himself, and he will ride in the championship races at Philadelphia this week. It was said yesterday that the "Major" will be the first colored man to start in the championships. While the constitution of the L. A. W. at present prevents colored men from being members of the League, laylor is entitled to the same consideration in the races for professionals as that accorded to End. Cooper, Gardiner and others. Taylor is a quiet, politic little fellow. He says that several of the white boys have shown a disposition to "elbow him" and use other unfair tactics when he is on the track. The officials at the National Meet will see to it that Taylor has fair play in the

Thomas R. Crump, the president of the Union of Mexican Cyclists, the L. A. W. of Mexico, has made a verbal agreement with the League of American Wheelmen to respect respective rulings and constitutions. Albert Mott, the chairman of the Racing Board of the L. A. W., met Mr. Crump in this city on Saturday night, and they discussed the question at length. The agreement will be formally completed when President Potter returns from his trip to Europe. Mr. Crump, who was formerly a citizen of Louisville, Ky., will visit the meet at Philadelphia to-morrow. This agreement will debar the secessionist riders of California from competing in Mexico.

The Park Slope Wheelmen, of Brooklyn, have been incorporated. The trustees for the first year are John A. Kenney, James Barr, Adolph Trischler, Alexander Ross and Theodore Bartig.

George D. Gideon, ex-chairman of the Racing Board, hes, at the urgent solicitation of the Racen Meet Committee and Chairman Mott, consented to act as referee of the first day's races at Philadel-phia. This is the first and only time this year that "Old Eagle Eye" will officiate on the track in any

Titus, Lefferson, Harrison and quite a number of other prominent professionals are now quartered at Willow Grove, where they will train faithfully until the National Meet races, August 6 and 7.

Mertens, Johnson, Wells, Becker, Eaton, Randall,

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and numbership blanks by sending names and ad-dresses to the Cycling Editor. The Tribune.

SLOW TIME AT TRENTON. CRACK RIDERS GIVE POOR EXHIBITIONS AT A NATIONAL CIRCUIT MEET.

Trenton, N. J., Aug. 2.-The National Circuit bicycle races, run off here to-day in connection with the annual picnic of the Sons of St. George, were principally notable for the slow time made. Such erack riders as Bald, Cooper, Loughead, Nat But-ler and Church took part, but none of them made

any great exertions after new records. The one-mile scratch professional, in which all these stars rode, was won by Orlando Stevens, of Ottumwa, Iowa, in 2:07, with Bald second and Butler third. Owen Kemble, of Louisville (116 yards), captured the two-mile hardicap, professional, in 4:43 2-5; W. R. Randall, of Rochester, sional, in 4:432-5; W. R. Randall, of Rochester, N. Y. (80 yards), second: C. M. Murphy, Brooklyn (60 yards), third. The half-mile handicap, professional, was won by Orlando Stevens (2) yards), in 1:944-5; C. R. Newton, Springfield, Mass. (30 yards), second: F. J. Loughend, Sarnis, Ont. (scratch), third. "Jimmy" Michael made an attempt to lower his five-mile record of 9:514-5, but he only succeeded in making the distance in 19:592-5.

The summaries of the other races follow:

Two-mile handleap (amateur)—George H. Collett, New-Haven (60 yards), won; C. M. Eriz, New-York (scratch), second; Ray Dawson, Boonton, N. J. (scratch), third me 4.41%.
One-mile «cratch (amateur)—I. A. Powell, New-York,
n; C. M. Ertz, second; C. E. Houseman, New-Havea,
rd. Time 2:19%.
One-mile novice-George M. Henderson, Trenton, won;
F. Hawkins, Trenton, second; Howard Brandt, Trenthird. Time 2:28. ton, third. Time—2:28.
Half-mile amateur (handleap)—Harry F. Rogers, Treation (50 yards), won, L. A. Powell, New-York (scratch), second; George Reith, New-York (scratch), third. Time—1:015.

BICYCLE RACES IN GLASGOW.

Glasgow, Aug. 2.-In the 160-kilometre bleycle race for the amateur championship of the world to-day Gould, of England, was first; Ouzou, of France, was second, and Tjoerbey, of Denmark, was third. Time, 2:19:06 2-5.

In the one-mile race between Arend, of Germany, the world's professional champion, and Schroeder, of Denmark, the world's amateur champion, the former won. Time, 2:31.

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was arraigned in the Superior Criminal Court be-fore Judge Hardy to-day, on a charge of embezzlement of the funds of the Agricultural Insurance ment of the tunos of the Agricultura, hautance Company. Newhall pleaded not guilty, and he was held for the Grand Jury. It subsequently became known that there was another complaint against Newhall, in which he is charged with the larceny of 44,400 from the Melrose Co-operative Bank.